



From: granixe@comcast.net
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Wednesday, May 28, 2008 6:02:22 PM
Attachments:

Home Zip Code: 98660
 Work Zip Code: 97034

Person:

Lives in the project area
 Commutes through the project area

Person commutes in the travel area via:

Car or Truck

P-0573-001

1. In Support of the following bridge options:
Replacement Bridge
2. In Support of the following High Capacity Transit options:
Light Rail between Vancouver and Portland
3. Support of Bus Rapid Transit or Light Rail by location:
 Lincoln Terminus: Yes
 Kiggins Bowl Terminus: Yes
 Mill Plain (MOS) Terminus: Unsure
 Clark College (MOS) Terminus: Yes

Contact Information:

First Name: kohr
 Last Name: harlan
 Title:
 E-Mail: granixe@comcast.net
 Address: 709 w. 17th
 vancouver, wa 98660

Comments:

P-0573-002 | I'd support replacing existing bridge. I'd support tolling existing bridge to help fund

P-0573-001

Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making. Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected a replacement I-5 bridge with light rail to Clark College as the project's Locally Preferred Alternative (LPA). These sponsor agencies, which include the Portland City Council, Vancouver City Council, TriMet Board, C-TRAN Board, Metro Council, RTC Board, considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force when voting on the LPA.

With the LPA, new bridges will replace the existing Interstate Bridges to carry I-5 traffic, light rail, pedestrians and bicyclists across the Columbia River. Light rail will extend from the Expo Center MAX Station in Portland to a station and park and ride at Clark College in Vancouver. Pedestrians and bicyclists would travel along a wider and safer path than exists today.

For a more detailed description of highway, transit, and bicycle and pedestrian improvements associated with the LPA, see Chapter 2 of the FEIS.

P-0573-002

Thank you for your comment. Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making.

- P-0573-002** | construction. I'm a downtown vancouver resident and I definitely want light rail -- either on the broadway route up to 39th or along the clark college alignment to kiggins bowl.
- P-0573-003** | Light rail in my opinion is a must. In fact I'd support only construction of a supplemental bridge to serve light rail only. I commute from vancouver to downtown portland weekdays and i'd take light rail every day and park the car if the light rail came to downtown vancouver. Building a new bridge without light rail only encourages vehicle traffic and I oppose that. By the time the new bridge is finished gas might be \$12/gallon -- who the hell would use four lanes of traffic in both north and south directions when nobody can afford to drive anymore?
- P-0573-004** |

P-0573-003

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

P-0573-004

Significant increases in oil prices can have both short term and long term effects on travel behavior. In the short term, the options for responding to rising gas prices are more limited, and include driving less and/or changing from driving to walking, biking or transit for at least some trips. During recent increases in gasoline prices transit use increased and off-peak highway travel decreased. Peak period highway travel changed little.

Over the long term, there are more options for adjusting to changes in gasoline prices, besides changing driving behavior. Technological advances and legislative mandates can increase fuel efficiency standards in the long term. In turn, as older vehicles wear out, more consumers can replace them with more fuel efficient vehicles. Automobile manufacturers are developing and will continue to develop new vehicle and engine technologies that require much less, or even no, petroleum-based fuels. This trend is already happening as evidenced by the growing popularity of gasoline-electric hybrid and small electric vehicles.